

STATE OF UTAH

Fund Information

FINET Name: (DEQ) Clean Fuel Conversion Fund

FINET Fund: 5486

Legal Name: Clean Fuels and Vehicle Technology Fund

Legal Authorization: UCA 19-1-403

Earns Interest: ☒ Yes ☐ No **Earns Interest Authority:** UCA 19-1-403(1)(b)(iii)

Revenue Source(s):

1) Appropriations, 2) Public and private contributions, 3) Interest, 4) Loan Repayments

Description:

Responsible Contact and Reconciler at DAS is Robert Melendez 538-3325.

Fund 662 (FIRMS Fund 664100) the public revolving loan fund was established in 1991 to make loans for reimbursement of expenses for converting government vehicles to the use of clean fuel (originally UCA 63-53-9.5.). Fund 503 the Private revolving loan fund was established in 1992 to encourage private sector vehicle fleet operators to convert their fleets to clean fuel. Both types of loans are accounted for by the Division of Finance. The 1996 Legislature, SB 68, combined these two funds together to maximize the use of the funds effective 7/1/96.

During FY 2002, the governor moved administrative responsibility for the fund from DCED to DNR. DNR took over responsibility for this fund at that time. HB 145 (2002 GS) made this change official in statute by repealing UCA 9-1-703 and enacting UCA 63-34-203 and creating the Utah Energy Office within DNR. Language regarding the fund is substantially the same.

SB 199 (2005 GS) eliminates the Office of Energy in DNR and moves oversight of this fund to DEQ.

HB 93 (2006 GS) changes the name of the fund to the Clean Fuels and Vehicle Technology Fund, expands the items for which loans or grants from the fund may be given, and authorizes the department to charge fees for applications to offset administrative costs.

HB 330 (2011 GS) strikes language from the code stating that all money appropriated to the fund is nonlapsing.

HB 61 (2014 GS) Modifies the process for the Department of Environmental Quality to make a loan or grant from the Clean Fuels and Vehicle Technology Program (operates within fund 5486), including: 1- Allowing electric-hybrids to be eligible for the program. 2 - Removing the state match requirements for a grant for refueling infrastructure. Describes the requirements for receiving a grant from the Division of Air Quality. Authorizes the Air Quality Board to make rules.

HB 15 (2015 GS) Authorizes the Department of Environmental Quality to make grants from the Clean Fuels and Vehicle Technology Fund (#5486) to a person who installs conversion equipment on an eligible vehicle. Extends by one year tax credits for energy efficient vehicles. (These tax credits require a transfer from the General Fund into the Education Fund the amount by which the tax credits claimed exceed \$500,000.)

HB 87 (2016 GS) Amends the Conversion to Alternative Fuel Grant Program. Creates the Conversion to Alternative Fuel Grant Program Fund (#2156 - expendable special revenue fund). The fund shall consist of appropriations, contributions, application fees, and interest. DEQ will administer the fund. Strikes from the language in the Clean Fuels and Vehicle Technology Fund (#5486) that a loan or grant will be made from that fund to a person who converts a vehicle to alternative fuel. Such loans and grants will now be made from this new fund. Authorizes the Department of Environmental Quality to make grants from the Conversion to Alternative Fuel Grant Program Fund to a person who installs conversion equipment on an eligible vehicle. Repeals tax credits for conversion equipment for vehicles on January 1, 2017.

Fund Balance History:

<u>Fund</u>	<u>Year</u>	<u>Beg Balance</u>	<u>Revenues</u>	<u>Expenses</u>	<u>Transfers</u>	<u>End Balance</u>
5486	1993	\$0	\$126	\$0	\$40,000	\$40,126

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5486	1994	\$40,126	\$2,623	\$391	\$10,000	\$52,358
5486	1995	\$52,358	\$7,268	\$1,740	\$200,000	\$257,886
5486	1996	\$257,886	\$59,535	\$28,807	\$0	\$288,614
5486	1997	\$288,614	\$86,454	\$47,332	\$1,458,666	\$1,786,402
5486	1998	\$1,786,402	\$89,175	\$60,599	\$60,599	\$1,875,577
5486	1999	\$1,875,577	\$86,763	\$59,394	\$539,500	\$2,442,446
5486	2000	\$2,442,446	\$138,762	\$50,152	\$0	\$2,531,056
5486	2001	\$2,531,056	\$139,071	\$146,662	\$0	\$2,523,466
5486	2002	\$2,523,466	\$61,593	\$21,953	\$0	\$2,563,106
5486	2003	\$2,563,106	\$58,682	\$93,666	\$0	\$2,528,122
5486	2004	\$2,528,122	\$35,625	\$59,570	\$0	\$2,504,177
5486	2005	\$2,504,177	\$57,769	\$22,257	\$0	\$2,539,689
5486	2006	\$2,539,689	\$97,217	\$375	(\$60,586)	\$2,575,945
5486	2007	\$2,575,945	\$131,348	\$375	(\$75,409)	\$2,631,509
5486	2008	\$2,631,509	\$109,790	\$250	(\$92,922)	\$2,648,127
5486	2009	\$2,648,127	\$64,900	\$8,690	(\$52,020)	\$2,652,317
5486	2010	\$2,652,317	\$22,236	\$190,426	\$0	\$2,484,127
5486	2011	\$2,484,127	\$17,199	\$332,482	(\$39,141)	\$2,129,703
5486	2012	\$2,129,703	\$2,237	\$206,632	(\$52,693)	\$1,872,615
5486	2013	\$1,872,615	\$11,555	\$229,606	(\$34,848)	\$1,619,716
5486	2014	\$1,619,716	\$8,518	\$187,559	(\$44,377)	\$1,396,298
5486	2015	\$1,396,298	\$10,331	\$345,532	(\$45,449)	\$1,015,648
5486	2016	\$1,015,648	\$2,158	\$180,225	(\$36,097)	\$801,485

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